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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Bulgaria	REPORT NO.	<input type="text"/>	25X1
SUBJECT	Burgas Harbor	DATE DISTR.	3 February 1954	
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(FOR KEY SEE REVERSE)

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- 25X1 1. As ship steered along the prescribed swept channel from the Bosphorus, she met about six large steamers, including two Italians, two loaded Soviet, and one British. On nearing Burgas, she reduced speed to make port at dawn. Two searchlights swept the skies for at most three minutes about 10 miles north of Burgas. ship stopped about one sea mile south from the harbor entrance and was immediately boarded by the pilot, who arrived in a small wooden tugboat and ordered the ship to be anchored. An examination party of one civilian and between 18 and 20 uniformed men came aboard an hour later and most carefully searched the ship while the soldiers, armed with submachine guns with clip magazine and wearing round caps with oblong cockade and clean khaki uniforms, remained on deck. two of the men wearing broad epaulets were not Russians, as they, like the shipbroker and the three custom officers spoke fluent Greek, in which all negotiations were conducted. The search of the ship took about four hours and included a medical examination of the crew. Items sealed included provisions, spirits, tobacco (except five-day rations), pyrotechnic bodies, binoculars, cameras, exposed and unexposed films, weapons, the direction finder, and radio equipment. Broadcast reception was permitted. The radio officer had to show his radio journal.
- 25X1 2. ship was berthed at the east quay and, in two shifts, loaded cargo from railroad cars with four cranes, each of a lifting capacity of about two tons. After her draft had reached 20 feet of the 22 ft.6 in. permitted as maximum, she was boomed off to make room for wooden lighters between her and the quay. About 10 days after breaking bulk, the ship continued loading from these lighters of between 20 and 30 tons deadweight capacity in four shifts. As the loading was frequently interrupted by rain, the cargo of 7,000 tons of rape seed took 21 days to load. More than 50 percent of the longshoremen were Greeks. They were forbidden any conversation with the ship's crew. This prohibition was strictly enforced. Two soldiers were permanently patrolling the deck and were relieved every eight hours. They refused to accept cigarettes and coffee. Officers, officials, brokers, and the harbor master made frequent inspection during the day. The Greek longshoremen stated that the food situation was very bad. Pointing at the Soviet ships, they said that everything was carried away by their Russians friends, who, in exchange, supplied red propaganda streamers.

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STATE	<input checked="" type="checkbox"/>	ARMY	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>	AEC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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(Note: Washington Distribution Indicated by "X")

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3. Two sentries armed with rifles were posted on the pier at each ship. One guard room, quartering about 20 soldiers, was in one of the storage sheds and another one was in a building at the exit located in the angle formed by the north and the east quay. Checking formalities were performed at a gate in front of this building. Crew members of Panamanian, Italian, and Finnish ships were granted shore leave between 9 a.m. and 9 p.m. Turkish, British, and Greek sailors were not permitted to go ashore. Leave was granted or refused according to the flag a ship was flying, rather than the nationality of the individual crew members. Those who went ashore could walk about freely in the town, but were avoided by the inhabitants. There were some small and very expensive pubs. Wrist watches served as barter items. Girls were not allowed to take foreigners home and were met at two parks at the west end of the town at which several hundred soldiers loitered. [REDACTED] only Bulgarians, but no Greeks were apparently drafted to the Bulgarian Armed Forces. [REDACTED] beginning April 1953, the Greek population was evacuated and sent to the Greek islands by the Greek government and that all Greeks working for the Bulgarian state were scheduled to be replaced by Bulgarians before March 1954. Greeks working aboard [REDACTED] ship or on the quay said that about 300,000 Greeks would be repatriated.

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4. Eleven Soviet steamers, each between 3,000 and 4,000 tons, arrived in ballast during the 21 days informant's ship was staying in Burgas harbor. They were berthed in the middle of the east quay and left port with full cargo two days after their arrival, shipping chiefly bagged goods, but also casks, timber, and mixed cargo. If two Soviet ships were loading simultaneously, other ships had to shift berth and tie up to a buoy. Most of the Soviet ships worked with cranes and their loading gear and not from lighters. A small Bulgarian steamer, seen twice during the period of observation, took on cargo at the north quay and left port after a stay of 12 hours.

5. No major military units were observed. Five or six barracks were located between 800-1,000 meters west of the park on the west side of the town. After 5 p.m., the road to this park was crowded by soldiers. Some of the libertymen were transported by trucks. Almost no sedans or trucks were in the town. [REDACTED] no artillery units or permanent gun emplacements. A signal station and a watchtower were on the promontory south of the town. [REDACTED] a radar station and a searchlight were also located there. Three high masts which, [REDACTED] belonged to a radar station, were further south. The exits west and north of the town were blocked to libertymen and were guarded by police. No warships were seen. Singly flying aircraft came daily from a westerly direction, flew seaward as far as about one kilometer south from the harbor entrance and banked off northward along the coast. All aircraft were single-engine, had rounded-off cockpits, rounded-off wings slightly tapering forward, and were painted a yellow-brown.

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